

City of Alexandria - Recommended Regional Projects for TransAction 2040

December 1, 2010

									Relationship to Other Initiatives	
Name	Description	Source	Category	Mode	Cost	Estimated Start	Status			Notes
1 Transit Corridor 'C' /Van Dorn Street reconstruction	Reconstruction of Van Dorn Street from the railway crossing to the entrance to the existing Landmark Mall (future West End Town Center) to accomodate dedicated transit lanes and streetscape improvements.	2008 TMP Landmark /Van Dorn SAP	Project	Transit Streets	More than \$5 million	5-10 years	Not Started	Yes		At time of development or transit system implementation \$4.2 million in federal funds requested to implement this service. The Van Dorn-Beauregard transit corridor is sometimes referred to as the Kingstowne-Pentagon service. This new service would serve the Washington Headquarters Services facility at the Mark Center, which is scheduled to open in 2011.
2 Transit Corridor 'B' /Duke Street reconstruction- I-395 to Van Dorn	Reconstruction of Duke Street from I-395 to Van Dorn Street interchange to accommodate dedicated transit lanes.	2008 TMP Landmark /Van Dorn SAP	Project	Transit Streets	More than \$5 million	10+ years	Not Started	Yes		At time of development or transit system implementation
3 Landmark Transit Station	Construction of intermodal Transit Station at or Near Landmark Mall to serve the transfer point of the 'B' and 'C' transit corridors.	2008 TMP Landmark /Van Dorn SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes		At time of development or transit system implementation
4 Potomac Yard Metrorail Station	Construction of new inline Metrorail Station in Potomac Yard.	1992 TMP TMP Yard SAP	2008 Potomac	Project	Transit	More than \$5 million	5-10 years	Not Started	Yes	Multi-phase project to begin with Environmental Study. Right-of-way reserved for proposed infill station. Approved Alternative Concept Plan for Potomac Yard does not require construction of this station. Estimated cost of construction is \$250 million.
5 Holmes Run Greenway/Eisenhower East Shared-Use Path Improvements	Improvements to Holmes Run Greenway between Beauregard Avenue and N. Ripley Street and construction of a trail connection from Mill Road at Eisenhower Avenue to South Payne Street.	2008 TMP Eisenhower East SAP	Project	Bicycle	More than \$5 million	5-10 years	Not Started	No		One portion of the path currently provides access under Interstate 395 and Van Dorn Street via a tunnel and underpass. The trail also crosses Beauregard Street at grade. In 2010, the City will begin two engineering studies. One will examine feasibility of making major improvements to the trail to address safety and accessibility of the crossings, tunnels and intersections. This study is expected to develop preliminary design plans and cost estimates. A second study will explore feasibility of building the trail from Mill Road to South Payne Street on the Old Cameron Run Channel. The City requests multi-year funding for this project in the reauthorization of SAFETEA-LU.
6 Multimodal bridge from Van Dorn Metro to Pickett	Construction of multimodal bridge and roadway, from Van Dorn Metro to Pickett Street	Landmark/Van Dorn SAP	Project	Bicycle Pedestrian Transit	More than \$5 million	10+ years	Not Started	Yes		
7 Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	2008 TMP Eisenhower East SAP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes		The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed, and would appreciate additional federal assistance. This is our highest priority heavy rail funding request. Project in concept development. Construction to follow widening of Eisenhower Avenue.
8 Backlick Run multipurpose trail	Construction of shared use path between Boothe Park west to Fairfax County line.	Landmark/Van Dorn SAP	Project	Bicycle Pedestrian	\$1-5 million	5-10 years	Not Started	Yes		As funding becomes available from development or other sources
9 South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No		This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
10 Corridor A Streetcar	Convert busway along Corridor A (from Four Mile Run to Braddock Road) to a streetcar operation	2008 TMP	Project	Transit Streets	More than \$5 million	5-10 years	Not Started	Yes		At time of development or transit system implementation